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SAPC-3330 ✓  
Copy 1 of 7

12 January 1956

MEMORANDUM FOR THE RECORD

SUBJECT : Visit to [ ] Test Site

1. This was the undersigned's first visit to the Test Site. Purpose was for orientation and to observe operations and more specifically to work with the Hycon people at the Site.

2. I was at the Site from 4 January 1956 to the afternoon of 6 January 1956. During this period I met and talked with:

[ ] - Base Commander  
[ ] - R&D  
[ ] - Pilot  
[ ] - Hycon  
" "  
" "

3. On arrival at base, talked to [ ] who informed me he understood I was cleared only for Phase 2 of Project according to TWX. It was my understanding I was cleared for the whole project but I told him to do as he wished regarding my clearance. He introduced me to [ ] I informed him, [ ] I was to be represented to Hycon as [ ]

[ ] brought up items which I did not solicit consequently I gave no answers. Some of his questions and comments were:

a. Local purchase is taken care of through contractor on base. Did I know whether they "got a cut" or percentage of total purchase.

b. He was concerned, with lack of documentation of operational procedures, flights, equipment etc. He stated USAF had a photographic unit [ ] who has done work such as this on highly classified projects, i. e. ICBM and Atomic Bomb Tests. He felt photographic documentation was necessary for briefing of high Government officials and for training of additional operational units. [ ] at a later conversation with me mentioned the same conviction among other items.

c. [ ] stated he will start submitting two reports per month. One to cover period from 1st to 15th in

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to us around the 22nd. Second report to closeout on last of month and in to us by 5th or 6th of the following month.

d. When I mentioned planning to return to the Site sometime in February for a longer stay he informed me that due to more personnel coming in for training etc., I might not have living quarters. He cautioned therefore that I or anybody else coming out to the Site should let him know well in advance.

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4. [ ] then introduced me as [ ] Administrator for Hycon at the Site. [ ] showed me Engineering Test Reports prepared by them for forwarding to their main offices in Pasadena. Malfunctions, etc., are reported in this form to Hycon who on receipt of the report assign personnel to the problem. It is only this information which is given the Hycon Site representatives, consequently they are not current as to progress on various fixes.

5. During the period of my stay at the Site there were two failures of the HS-730 Shutter. One mal-function was due to pivot pin dropping out of the blade actuating mechanism. The second failure was due to the plunger not operating correctly within the solenoid. Another discrepancy within this second shutter assembly was a loose screw from the blade guide. Evidence, however, indicated the screw separated after the shutter ceased to operate.

6. Another discrepancy was encountered in the operation of the HR-731 Camera (9" x 18" Format). Film at the beginning of roll tore and jammed magazine. This was thin base film. Hycon representatives believe malfunction was due either to unequal vacuum along the platen or excessive and/or unequal tension or pressure roller. It is of interest to note indicator light during course of mission did not indicate a malfunction. As long as there is tension on the roller, indicator will show magazine operating. Actually indicator will show only when film has run out or film is cut.

7. During my stay I also examined the camera windows immediately after a/c landed. Oil coated globules were noted on all windows plus thin moisture streaks, all perpendicular to line of flight. I was told this condensation occurs during let down. I was also informed moisture comes from the exhalation of pilot, his compartment and the camera compartment having a common pressurization system. Although there is a feeling that this sweating or condensation is not excessive and therefore not detrimental to a photo mission it is my belief it could deteriorate image quality under certain atmospheric or sun angle conditions.

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8. It would be well to point out at this time that Hycon has been operating at a disadvantage because they have had no basic data from the a/c manufacturer. They felt, and I'm in agreement with them, that with a better understanding of flight conditions, environment, etc., they could get a better idea of their problems and causes of their failures. No. 4 a/c was being instrumented and scheduled to fly 6 January 1956.

9. All film and Engineering Reports from the Site are evaluated at the Hycon Plant. I received the impression from Site personnel that an appreciable backlog of film and reports exist at their main plant.

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Recommendations

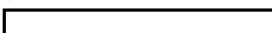

1. As all evaluations of missions and Engineering Test Reports fixes are accomplished at Hycon's main plant a visit there would be in order. Purpose would be to obtain latest findings or results pertaining to the progress of various fixes and to correlate flight date with photo mission results.

2. Copies of Hycon Engineering Test Reports which are submitted by Site personnel to their main plant should also be forwarded to us. This would give us a running account of problems encountered. As Hycon field office has a Verifax they could turn out an extra copy of their reports without increasing their administrative work load.

General Impression

Hycon people at Site were extremely cooperative and helpful. This I feel was commendable because my status in regards to the Project and Hycon was not well defined.

Distribution:

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LSK:vd (1/12/56)

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